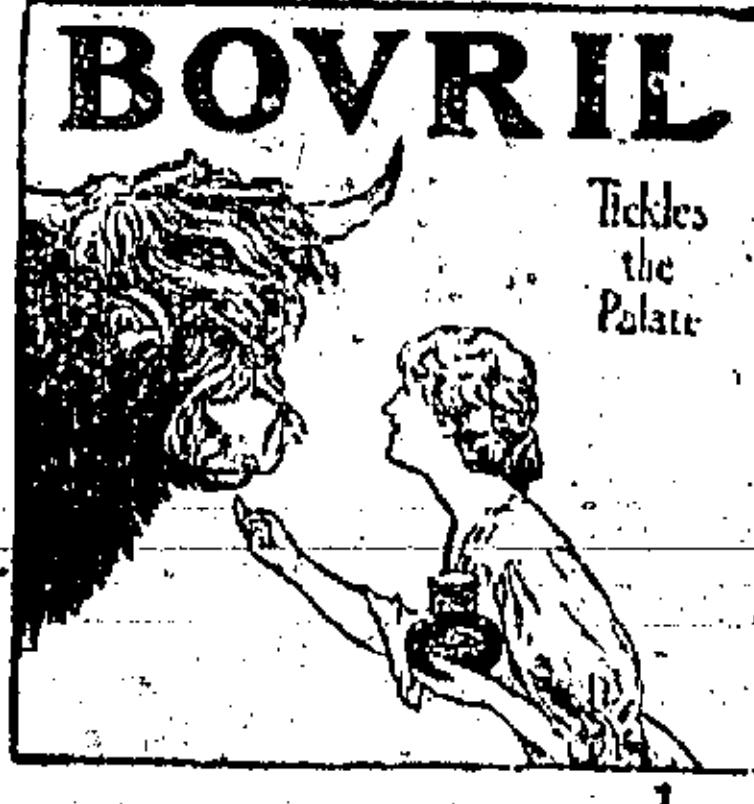




Hongkong Daily Press.



ESTABLISHED 1857.

No. 16,733 號三十三百七十六萬一第一 日五廿月十年亥辛 HONGKONG, FRIDAY, DECEMBER 15TH, 1911. 五拜禮 號正十月二十年一百九十一港香 PRICE, \$3 PER MONTH.

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10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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Hongkong 16th June, 1911. [a223]

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J. BLACK, Manager. [1156]

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TELEGRAPHIC ADDRESS "COMFORT", Hongkong, 1st September, 1910. [a43]

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Formerly of the Palace Hotel, Shanghai, Hongkong, 15th November, 1911. [a352]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

Anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, DECEMBER 15TH, 1911.

ACCIDENTS happen to ships of the best managed lines as they happen in the best regulated households, but in the case of ships of the P. & O. Company they are so infrequent considering the size of the Fleet as to be more than usually startling when they do occur. In all ports of the East where the *Delhi* has been accustomed to call, the news of the misfortune to this fine ship will occasion deep regret, and sympathy with the P. & O. Company and the Commander of the steamer is deepened by the fact that the wreck should have occurred while members of the Royal Family were on board. The *Delhi* was built about six years ago for the run between Bombay and China, and had just made a voyage home. She was returning to her Eastern run when she met with misfortune, in stormy weather, to the southward of Cape Spartel, which juts out from the extreme northwest of Morocco. According to the brief telegraphic accounts of the wreck so far received, the steamer has "gone ashore," but as to whether this occurred in the darkness or in daylight, information is at present lacking. There is a lighthouse on the Cape visible at a distance of 20 miles, but at this time of the year fogs prevail along this coast, and storm and fog may have combined to bring about the unfortunate disaster. So far as we can judge from what *Reuter* calls "the confused accounts" of the wreck yet to hand, it appears evident that first efforts were

made after the ship struck to secure the safe landing of the Royal party, which was effected by boats from the French cruiser *Friant*. That the rescue was attended by considerable danger is shown by the statement that one of the boats capsized and that one of the young Princesses had a narrow escape from drowning. The further statement that rocket apparatus is being taken overland to the scene of the wreck, owing to "communication by sea being difficult," helps us to picture still more clearly the perils of the situation. It is a matter for sincere congratulation throughout the British dominions that Her Royal Highness the Princess Royal, her husband, the Duke of Fife, and their two daughters have been safely brought to shore from the wrecked steamer, and it will be sincerely hoped that the news may speedily come that the whole of the passengers have been rescued, and that not a life has been lost. So far as human effort can avail to secure the safe landing of the passengers the public know that they can rely with confidence on the officers employed on the ships of the P. & O. Company, and we may go further and say that the reputation which the P. & O. steamers have long enjoyed by reason of their careful navigation justifies the expectation that the circumstances causing the wreck, when they are fully known, will not be found to include negligence on the part of the officers. It is a curious coincidence, which doubtless many have already noticed, that this unfortunate mishap to a steamer bearing the name of *Delhi* should have occurred on the very day that His Majesty the KING-EMPEROR was holding his historic Durbar in the ancient Mogul capital and proclaiming to the people of India the decision to once again make Delhi the seat of the government of India. We can all imagine how relieved THEIR MAJESTIES must have been to receive news of the safety of the members of the Royal Family

travelling to Egypt on the ship, and their MAJESTIES will scarcely need the assurance that the relief and satisfaction they feel is shared throughout the wide dominions of the Crown and probably by none more sincerely than the millions of their subjects in India who are at this moment giving proof of their attachment to the throne by rejoicing on an unprecedented scale to mark the historic occasion of the first visit to India paid by its ruler since Great Britain became responsible for the government of the country.

The German Mail of the 15th November was delivered in London on the 13th inst. Information has been received of the reopening by the Chinese Telegraph Administration of telegraphic communication with Hankow, for plain language telegrams only.

It was reported that Sun Yat-Sen was on board the German mail steamer *Prinz Ludwig* yesterday. This, however, is an anticipation, as he is not due here for some days yet.

The rowdy element has not been completely subdued in Hongkong yet. On Wednesday a crowd at the City Hall rescued a hawker from an Indian sergeant who had arrested him.

While out riding in the draghunt a week ago near Siccawel, Dr. E. Birt of Shanghai was thrown from his pony, which rolled over him. He sustained three broken ribs and also broke his left collar bone. He was removed to his home.

Among the honours conferred by His Majesty the King-Emperor at the Durbar at Delhi is a baronetcy on the Hon. Sir Sässoon David, Kt. The new baronet, who is a member of the Viceroy's Council, is senior partner of the firm of Messrs. S. J. David & Co., and the brother of Mr. A. J. David.

Arrangements have been made for Kovarick, the boy violinist, to give a concert in the theatre on Thursday next. Assistance has been best kindly promised by the best local talent and the Orchestra of the 1st Bn. King's Own Light Infantry will also assist. The proceeds are to go in aid of the Diocesan Girls' School, and the concert has the patronage of H. E. The Governor. Kovarick's performances are highly eulogised in all the press notices we have seen and the concert he has arranged to give here will doubtless prove as successful as the concert he has given elsewhere in the East.

The American Committee appointed by the International Bible Students' Association to investigate the work of foreign missions in China, Japan, India, Africa and Arabia, their methods and teachings left San Francisco on the *Shinto Maru* and is due to arrive here on January 9th. The chairman of the committee is Pastor Russell, of the London and Brooklyn Tabernacles, one of the best known ministers in America. He came into prominence through his teaching of the error of "hell fire" and other distinctive teachings. Last spring he accepted the pastorate of the London Tabernacle, and agreed to spend two months in the spring and two months in the fall of each year in London. The other members of the committee are General Wm. Hall, Dr. L. W. Jones, Prof. Robison, Messrs. Robert E. Maxwell, J. T. D. Pyles, and E. W. V. Kuehn.

The sea is quietening, and this afternoon British cruiser established communication between the *Delhi* and the shore. It is understood that all the passengers are safe.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE WRECK OF THE "DELHI."**PRINCESS ROYAL AND FAMILY IN GRAVE PERIL.**

London, December 14th. Reuter's correspondent at Gibraltar wires that the P. & O. steamer *Delhi*, conveying the Duke and Duchess of Fife and their daughter to Egypt, has gone ashore to the south of Cape Spartel. The weather was stormy, but the boats of the French cruiser *Friant* rescued the passengers, including the Princess Royal, and landed them at Cape Spartel.

A detachment of Tangier police is proceeding with mules towards Spartel in order to fetch the shipwrecked passengers and crew.

[This message arrived late. It should have preceded the telegrams which we published yesterday morning reporting that the *Delhi* was in a dangerous position. As our readers are aware, the *Delhi* is one of the ships on the Bombay-China run. She had gone home for this one voyage, and was on her way back to China.]

LATER.

The members of the Royal party have reached Tangier. After spending a night at the Legation, they will probably proceed to Gibraltar to-morrow.

From confused accounts of the wreck, it is gathered that the *Friant*'s boat which actually took off the members of the party capsized, one of the young Princesses being nearly drowned. She was held up, however, by a sailor.

She landed bare-footed, was placed on a spectator's horse, and taken to Cape Spartel, together with others. Dry clothing was obtained from the lighthouse people.

There are altogether 88 first-class passengers on the *Delhi*, almost half of them being women and children. Seventy of the passengers and the crew are still aboard.

THE ROYAL PARTY'S UNHAPPY FLIGHT.

LATER.

The *Times* correspondent at Tangier states that the passengers of the *Delhi*, including the Royal party, had no time to dress. With the greatest difficulty, they boarded a boat from the warship *Duke of Edinburgh*, accompanied by Admiral Cradock. Though the Duke and the others bailed their hardest, the boat filled and sank. The party, however, were able to float, though Princess Alexandra disappeared for a moment. The party were landed after great efforts, the princesses, clad only in nightdresses and coats, struggling on to the rocks amid torrents of rain. The lighthouse was four miles distant. The British Minister arrived with horses, and the Duke of Fife, still in his nightshirt and wearing a pair of the lighthouse keeper's trousers, informed the princesses that it was possible for them to start for Tangier. The princesses were most plucky and cheerfully essayed the three hours' ride on mules in very heavy rain. They had no clothes except the lighthouse keeper's garments.

LATER.

The *Delhi* is stranded broadside on to the beach, opposite the Pillars of Hercules. One of the *Friant*'s men was drowned.

An English naval officer at Tangier says the Frenchmen worked splendidly.

A TERRIBLE STORM.

LATER.

A message to the Paris *Matin* from Tangier states that four of the crew of the *Friant* were drowned through the capsizing of a launch. The *Friant* was voyaging from Rochefort when she intercepted a distress wireless message from the *Delhi*. The cruiser made full speed towards Cape Spartel, but it was ten o'clock in the morning before a lull in the storm enabled her commander to send a steam launch, and even then the waves were breaking over the *Delhi* mast high. The launch transferred a score of women and children to the cruiser *Duke of Edinburgh*, which had just arrived.

Renter's correspondent at Gibraltar wires that the *Duke of Edinburgh* has just arrived there with 39 women and children from the *Delhi*. To an interviewer they stated the passengers were aroused at one o'clock in the morning and were assembled on deck. There was no panic, though they had to wait until ten in the morning, when the *Friant*'s boats conveyed them to the British cruiser. The members of the Royal party and the male passengers will remain a night in Tangier.

The position of the vessel is critical, and salvage vessels are sailing to attempt to save the specie, mails and luggage.

LATEST NEWS.

The sea is quietening, and this afternoon British cruiser established communication between the *Delhi* and the shore. It is understood that all the passengers are safe.

ATTEMPTS AT SALVAGE.

Attempts are being made to save the *Delhi*'s mails and specie. The steamer carried one hundred thousand sterling in gold and two hundred thousand in silver bullion. The women and children have been comfortably accommodated at Gibraltar.

[THROUGH REUTER'S AGENCY.]

THE DURBAR.**A POPULAR DAY.**

London, December 14th.

Delhi telegrams report that yesterday was devoted to public celebrations. The King received the native officers. Their Majesties attended the people's fete, the procession of Hindus, Mohammedans, and Sikhs being most impressive, culminating as they did in combined prayers for the happiness of the Emperor and Empress and in the singing of anthems.

THE TRANSFER OF THE CAPITAL.

LATER.

The *Times* Delhi correspondent states that though the announcement of the transfer of the capital has not aroused universal enthusiasm it has had the remarkable effect of having impressed the Indians with the power and attributes of the Crown. The spectacle of the Emperor announcing his intention of transferring the capital struck everybody dumb with awe.

The Emperor lays the foundation stone of the city on the site of the Durbar camp.

Long despatches are published to show that the decision to transfer the capital was taken on the initiative of the Indian Government.

A despatch from the Government of India to Lord Crewe of the 25th August gives reason at exhaustive length for the changes and urges that the removal of the supreme government from provincial environments will facilitate the growth of local self-government on safe and sound lines. The selection of Delhi would strike the imagination of the Indians and would send a wave of enthusiasm through the country. It points out that the partition of Bengal was responsible for the growing estrangement of Hindus and Mohammedans. A simple recession of the partition was impossible, but the scheme proposed should negate the presumption that it was exacted by agitation. It considers the presence of the King-Emperor at Delhi a unique opportunity for the pronouncement. It was one of the most weighty decisions in the history of British India.

Lord Crewe in his despatch to Lord Hardinge on the 1st November concludes a lengthy review of the proposal, agreeing that it was imperative to avoid delay.

Delhi telegrams state it is understood that the new Governor of Bengal will be appointed on the 1st April.

The change of the capital was made with the full knowledge of the Indian chiefs, who strongly supported the idea.

The Army is also delighted with the proposed change.

THE SUGAR CONVENTION.

London, December 14th.

Reuter's correspondent at Brussels states that the Sugar Convention has been adjourned until the 29th January in order to enable the uninstructed delegates to consult their Governments. The Convention is practically agreed upon a compromise by which Russia, when the harvest is abundant and prices rule high, may export above 200,000 tons. The difficulty is in fixing the new quota. It is understood that Russia will be authorised to export during the present season practically the whole of her surplus.

SERIOUS RUSSO-TURKISH SITUATION.

London, December 14th.

The *Times* correspondent at Teheran states that the Russians will occupy Khoi, which turns the Turkish western flank and may lead to a serious Russo-Turkish situation. It is believed that the Turkish army in Asia Minor is mobilising.

FIRES.

A small fire occurred in a tea shop at West Point on Wednesday, but it was extinguished by the folks before any appreciable damage was done.

Yesterday morning fire was discovered to have broken out in a house in Morrison Hill Road Gap. The flames were soon quelled by the police, but not before one man had been so severely burned that he had to be sent to the hospital.

ADMINISTRATION OF HONGKONG.

In the House of Commons on the 20th ult., Colonel Yate (Melton, Opp.) asked the Secretary of State for the Colonies whether in view of the situation in China and the strategical importance of Hongkong, he would consider the question of the advisability of placing that colony under the control of a military Governor, under arrangements similar to those which now exist in the case of Malta, Bermuda, and such like important overseas naval bases.

Colonel Seely, who replied, said that his Majesty's Government saw no reason for altering the present system of administration.

SIR ROBERT HART'S WILL.

Sir Robert Hart, first baron, for many years Inspector-General of the Chinese Imperial Maritime Customs and Posts, left estate of the gross value of £140,250, of which the net personally has been sworn at £139,919. He left all his consumable stores to his wife absolutely, and he left to her the use for life of his household and personal effects, and an annuity of £2,000, free of duty and income tax. All other property he left to his son, Sir Edgar Hart.

He stated that Chinese Loan bonds costing £68,774, and leasehold premises, 26, Old Queen-street, Westminster, and all houses and land in China standing in his name were not his property, but that of the Chinese Imperial Maritime Customs Administration, and as such should be handed over to his successor in the Inspectorate-General.

AS GENTLE AS NATURE.

The son of PINKLETON, the little Pink taxatives. They are thorough, they dispel Constipation, ensure regularity, cure Biliousness, and digestion. Try them to-day. Chemists price 6 cents the phial or post free, from The Dr. Williams' Medicine Co., 84, Seochuan Road, Shanghai.

THE ESPIONAGE CASE.

London, December 14th.

Max Schulz, a British agent, who, with others, was tried on a charge of espionage at Leipzig, has been sentenced to seven years' penal servitude. The sentences of the others ranged from twelve months to two and three years.

LATER.

Max Schulz, says that his arrest rendered innocuous the association of spies in the service of the "English Espionage Bureau."

THE ACCIDENT ON THE "ORION"

London, December 14th.

The victims of the explosion on H.M.S. *Orion* are progressing satisfactorily.

THE FINANCE BILL.</

THE REVOLUTION. TROOPS FOR PAKHOI.

We learn that six steamers—four Norwegian and two German—have just been chartered by the Canton government for the conveyance of about 6,000 troops to Pakhoi. It is currently reported that the British authorities object to British vessels being chartered for such purposes.

We are unable to learn authoritatively the exact object of this movement of troops, but according to current reports Pakhoi is not their final destination. Some appear to exist and these troops, it is said, hension of French aggression in Kwangsi are being sent into the neighbourhood of Lincen to guard against any danger of that character. For our part we attach no credence to this rumour, as it is extremely improbable that France would take a step which would not only excite the whole population of China but would as certainly incur the condemnation of all the Powers interested in the maintenance of the integrity of China.

YUAN SHIH-KAI ON THE CRISIS.

A LIMITED MONARCHY OR A REPUBLIC.

The following is the interview between *The Times* correspondent in Peking and Yuan Shih-kai, of which a brief telegraphic summary has already been given:

This afternoon I had the privilege of a long conversation with Yuan Shih-kai. I found him in excellent health and full of courage, realizing the seriousness—almost hopelessness—of the task with which he is confronted, but determined to spare no effort to re-establish a stable Government and to preserve the country from disintegration.

With his object he is advocating the retention of the present dynasty as a limited Monarchy, fearing, if the demands of the Republic Party prevail and the dynasty is removed, that there would be internal wrangling leading to anarchy, in which foreign interests would suffer, and foreign lives be endangered, and so foreign intervention and partition would follow. Already, he says, there are signs of dissension among the revolutionaries. Each province has its own objects and aspirations. The view of the North cannot be reconciled with that of the South. Their aims are widely divergent.

THE REVOLUTION AND THE DYNASTY.

I suggested that the Revolutionary movement was a protest against the weakening of China, against the impairment of her sovereign rights, and against the corrupt influences of a decadent Court, which had involved the Empire in disaster after disaster; that the forces of the Revolution were directed towards increasing the strength and solidarity of the Empire and the people, not towards disintegration.

The Prime Minister repeated his fear of the instability of a rampant democracy, of dissension and partition. He thinks that the retention of the reigning family, deprived of all power to renew the misgovernment of the past, retained only as an emblem of Monarchy, would be a bond that would ensure the integrity of the Empire.

I suggested that we had to face facts; that no fact was more inconstant than the determination of a large number of the best provinces of China to consent to no form of compromise which permitted the retention of the present dynasty. I suggested that it was difficult to understand how the retention of an unpopular dynasty, so unfit to rule as the present dynasty, could be a unifying force; it must inevitably be a disruptive influence.

The Prime Minister questioned the correctness of this view. He said he had studied China closely, especially during the last three years when in retirement. He believed that seven-tenths of the population were still conservative and satisfied with the old regime; three-tenths only belonged to the advanced party. If the Revolutionaries should succeed in overthrowing the present dynasty, another revolution might take place, headed by the Conservatives, having for its object the restoration of the Monarchy. Amid such chaos all interests would suffer, and for several decades there would be peace in the Empire.

I suggested that a limited Monarchy, as in England, was an ideal form of government, but that our Monarchy was in the hands of those who could be trusted, whereas, in the case of the Manchu Monarchy the fact could not be disputed that it was enormously distrusted.

He said the Throne could not and would not attempt to evade the promises given on October 23 and that next Friday the Regent would swear before the altars in the Temple of Ancestors that the Throne would be faithful to its promises.

THE JEHOL PROJECT.

Then I spoke of the movement of which I telegraphed yesterday. The whole object is the voluntary withdrawal of the Court to Jehol pending the assembling of a national convention to decide what form of government China shall adopt in the future, whether a limited Monarchy or a Federal Republic.

Yuan Shih-kai admitted that the scheme had been submitted to him, that it was supported by many reasonable men and could not be dismissed lightly, that for a week past he had given it constant thought, and that the question was still under consideration. What he fears is that the premature departure of the Imperial family might create unnecessary panic and cause the very bloodshed which he hopes will be avoided.

I was tempted to ask, but refrained, whether the hoisting of the Revolutionary flag by all the ships lately under the command of Admiral Sah Cheng-ping, who is himself a refugee, and their bombardment of the Imperialist troops at Hankow would influence the judgment or the fears of the Regent.

SUN YAT SEN.

FULL STORY OF HIS VISIT TO LONDON: Dr. Sun Yat Sen, the famous leader of the Chinese revolutionary movement, has just spent ten days in London, says the *Evening Standard* of the 22nd ult., and only his intimate friends were aware of the fact. Yesterday he organised a Young China left London, for China, where he is expected to arrive within twenty-eight days.

Our contemporary adds:

Last Friday we are informed, Sun Yat Sen arrived at Southampton from New

York on board the White Star liner *Adriatic*, and proceeded direct to London. Here he registered at the Savoy Hotel, under the Japanese name of Nakayama.

During his while visit the famous Chinaman attempted, not the slightest secrecy, and yet for more than a week he went about London totally unrecognised.

His assumed name also stood him in good stead on the liner, for he mixed amongst the passengers, and spoke freely with them without suspecting his identity. Accompanying him on his travels are General Honer Lee, an American, who holds the rank of lieutenant-general in the Chinese army, and two secretaries.

Mrs. Cantlie, wife of Dr. Cantlie, the famous Harley-street physician, with whom Sun Yat Sen was closely in touch, while in London, informed one of our representatives today that Sun Yat Sen was in splendid health and never looked better in his life.

SUN YAT SEN'S IDEALS.

"Sun Yat Sen told us," said Mrs. Cantlie, "that events in China were in such a critical state that he had been asked to take charge of everything. While he was here a telegram came, addressed care of the Chinese Legation in London, containing a request from the provisional Government that Sun Yat Sen should become the new Premier.

"Sun Yat Sen will not listen to any suggestion for the retention of the Manchu dynasty, and he was anxious to have everything in such a state of preparedness that he might be able to take up the position of Premier, if necessary, on his arrival."

"During his conversations Sun Yat Sen declared that the rebellion was rather premature, but that the reformers throughout China had seen that the Imperial troops were on their side, and there was thus a sort of spontaneous combustion. Sun Yat Sen himself had fully determined to be there at the time of the outbreak."

Mrs. Cantlie also stated that Sun Yat Sen was proceeding to China in an endeavour to bring about peace. "If he is to become Premier," she declared, "the position Sun Yat Sen insisted, must be offered to him by the people themselves. He is not playing for personal aggrandisement. Everything he does is for his country's good."

While he was in London he saw many prominent British gentlemen in connection with affairs of State in China. All his telegrams from his people in China were received here.

"Sun Yat Sen is the image of his published photographs, and it amused us all that he could walk about so openly and yet not be recognised. Of course, had his incognito been penetrated, it would have greatly hampered his work, and would probably have resulted in a hurried departure from London.

Dr. Cantlie explained that the rebellion had taken Dr. Sun Yat Sen quite by surprise. "It was not due for six or seven months," he said, "and it was precipitated by the disarming of a section of the Tartar troops. The insurrection would, otherwise, have been finished within three days, as every detail was being arranged."

Asked as to Dr. Sun Yat Sen's negotiations in London, Dr. Cantlie said, "The chief object of his visit, of course, was financial, but Dr. Sun Yat Sen told me subsequently, that he had found it necessary to raise money in this country."

THE AMAZON ARMY.

WOMEN SUPPLIED WITH RIFLES.

The Chinese Amazonian Army is not to be put down lightly, remarks the *Shanghai Mercury*; the ardour and enthusiasm of the patriotic brigade will not be dampened by the advice of "more men." Consequently the various units of the voluntary female battalions are still banded together and last week they received official recognition in an uncertain way. Permission was evidently granted by the authorities for the distribution of rifles and ammunition to the female fighters and when a band of enthusiastic reformers marched to the Arsenal their demands were immediately complied with and the eagerly desired munitions were quickly forthcoming. One band of the women volunteers, it is understood, are presently in strict training under a leader of the sterner sex and are said to be engaging in the drilling operations with the keenest of interest. It is doubtful if the authorities have issued the rifles to them with any intention of utilising their services. The likelihood is rather that the request has been acceded to in order to please the women.

GERMAN ARMS SEIZED.

What appears to have been rather a high-handed proceeding on the part of the revolutionary party, says the *Shanghai Mercury*, has just come to light. It appears that about ten days ago—four cases of machine guns and one case of rifles and sporting guns were shipped on board the H.A.L. steamer *Shikang*, bound for Tsin-tau and Tsin-tien.

The cases containing the machine guns were all marked Von G.W.F. S.P.D. O.M.D. "Ostasiatische Marine" detachment, Tsin-tien, and were intended for use of the German garrison at Tsin-tien and the German Legation at Peking, while the case of sample guns were consigned to a private firm also in Tsin-tien. News of the shipment reached the ears of the revolutionary party, and thinking that the arms were intended for the imperialists they sent a party of men to the vessel which they boarded and took away the cases of arms despite the protests of the Captain and officers of the vessel. The ship at the time was lying at her wharf on the Pottong side of the river and by the time news of the seizure had reached the ship's agents, the arms in question were safely stored in the Arsenal. The agents, as soon as possible informed the German Consulate General of the proceedings and steps were at once taken in the matter and a formal protest was lodged by the authorities with Dr. Wu Ting-ting, Minister of Foreign Affairs, against the seizure of the arms which belonged to the German Government, and had nothing to do with the imperialists. The matter has been closely investigated by the revolutionary officials, and last week the German Consulate was informed that the officials were satisfied in regard to the arms and that they would be returned to their owners. Accordingly a launch belonging to the H. A. L. Co. was despatched to the Arsenal where the arms were loaded on board and in the afternoon they were landed and taken to the German Consulate where they were examined and the marks and numbers checked, and they will now be forwarded to their proper destination as soon as convenient.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

London, November 15.
BRITISH POLITICAL CHANGES.

The selection of Mr. Bonar Law as the successor of Mr. Balfour in the leadership of the Conservative party is the result of a compromise, but it has much to command it, all the same. Just as the present Pope was selected because of the rival claims of two or three evenly matched cardinals, so that outcome outside the actual contest had to be hit upon, so Mr. Bonar Law comes in as the stop gap between the camps of Mr. Austen Chamberlain and Mr. Walter Long. He is an anti-Dilke and has nothing to do with the Halsbury Club, but it is recognisable that after Mr. Balfour he is no only man on the Conservative side who can stand up to Lloyd George and measure equal dexterity with him. But it will take him a long time to gain the affection of all men as Mr. Balfour did. His speeches are bitter and in public life he looks the charlatan who has made men regret the retirement of Mr. Balfour from the leadership. In private life, Mr. Law is a high-minded, charming cultured man, but in platform and House of Commons utterances he has a raucous tone that often stir the fur the wrong way without adequate cause. Perhaps he will soften the repartees now that greater responsibility is his. A Scotch-Canadian, he has been extremely successful in commerce and he looks and speaks a bout things from the commercial point of view. Thus when he said that "just as a famine in Ireland carried Cobden to success, so two bad winters would bring triumph to the cause of tariff reform." He was speaking in the way of common man, and with no tinge of sentiment on the one hand or hardness on the other. Yet that sentence is likely to be quoted against him very often by his enemies in the future. Mr. Balfour timed his resignation to a nicety. Having subdued the rebels in his camp he gracefully retires with a wave of the hand, as though to say "Very well, now make the best of it, you can." And, ever since, men of all shades of opinion have been echoing the words of Will Crooks, the Labour man, "Why, Balfour is hemisphere above all." But there are a few, Mr. Asquith among them, who believe that this is only part of the humour of political life and presently the chief will return to his own. He is not so very old for English politics—only sixty-four. It is said his heart is weak, but maybe it will revive and presently the ranks of the party will again be ranged behind a Balfour in the fray.

Much praise has been given to the speech of Winston Churchill at the Guildhall on the navy. There was fear when he went to the Admiralty that the navy would be allowed to fall behind foreign competitors, but this Churchill flatly contradicts. Nevertheless there is much heat burning at the recent reshuffle of the government places; so many small-sized men have been put into large-sized places. Not that Churchill is a small-sized man; but he is an irritant and the plain-minded man had difficulty in following him. I suppose that in the higher ranges of society there is nobody more disliked, and it is well known that his mother, Mrs. George Cornwallis-West, has smartly snubbed many a grande dame who presumed to criticise his turning to the Liberals. While that went on nobody was hurt and there was much amusement over the comedy, but if the gossip speak truly the men are now taking a hand with more serious results. I hear that at one of the swellest West End hotels the other evening the Duke of Marlborough hotly reproved a sprig of the nobility for a smirking reference to the new First Lord of the Admiralty, and when the aristocratic speaker not merely refused to withdraw the expression but repeated it with embellishments there was a very heated scene indeed. For the Duke and Cousin Winston, though keen political opponents, are close friends, and they share their pride in the family and jealousy of its traditions.

THE HONGKONG UNIVERSITY.

The university heads and others who are bent on establishing a university in Central China at Hankow, are sending out fresh appeals for funds just now on the ground that—"The present events force us to immediate action, and an appeal is made for a capital sum of £250,000 for the foundation of the University, the purchase of the site, the erection and equipment of the buildings, and the endowment of professorships.

It is hoped that one half of this sum, £125,000, will be the British contribution towards the project and the other half will be contributed by America." The promoters argue, "The foundation of a University for Central China is desirable on the ground that in this way Great Britain and America can render to China at the present stage a service of incalculable aid and far-reaching consequences from the intellectual, moral and religious standpoint. A seat of learning will be thus established in China which will be inspired by the best traditions of the co-operating Western Universities. The foundation of the University is also desirable on the ground that it will serve to maintain the commercial prestige of Great Britain and America and enable those countries to retain their commercial market in China in face of serious competition."

I fear these learned magnates know little of China or Chinese character and less of commerce. The appeal is signed by the president of Magdalen College, Oxford, the master of Selwyn College, Cambridge, and Mr. Salisbury is taking an active part in the movement also.

GENEROUS FRANCE.

According to the report just presented to the French Chamber by the State auditors, there is an official in China who is in the fortunate

position of drawing two salaries. He is paid

for being an official in a department in Paris. This is but one of many matters that are being hotly criticised in Paris. In fact there are some very hot charges flying about, of waste and worse.

An admiral is not only drawing a pension, but also figures as the occupant of a very snug berth at the Marine Department. An official of the Department of Agriculture draws an "indemnity" of £720 a year from the contractors for a hard book. Funds voted for the relief of necessitous artists through the Department of Fine Arts have merely been distributed among retired officials. To crown all, "extras" have been charged to an appalling total. For instance, many an official with an income of £1,000 a year has drawn six hundred more as "extras," without being called upon to do any travelling. It seems that a very nasty scandal is about to be exposed over it all.

LOCAL SPORT.

POLO.

The final match of the quarterly tournament takes place at Causeway Bay on Saturday, the 16th December, between the Civilians and the K.O.Y.L.I., at 4 p.m. The sides are as follows:

CIVILIANS. K.O.Y.L.I.

1. Mr. T. Forrest. 1. Mr. J. A. Jervois.
2. Mr. C. Lawler. 2. Mr. G. H. Kent.
3. Mr. C. H. Rose. 3. Capt. H. K. Hughes.
4. Mr. H. J. Gedge. 4. Capt. F. J. G. Age.

NIPPON YUSEN KAISHA.

The report of the Nippon Yusen Kaisha for the first half of this year presents a satisfactory record. During the term the company carried over £70,000 tons goods and over 115,000 passengers on various lines with 70 liners (287,000 tons) and 7 chartered steamers (26,000 tons) besides over 1 steamer temporarily hired. The entire mileage reached over 1,670,000 knots. The proceeds netted during the period were over £270,000 on, and the directors recommend to present the following plan of distribution before the coming general meeting of shareholders:

Balances brought over from previous years

£81,380

Nett receipts for the term £2,78,767

Total 3,53,156

Reserves 153,938

Reserves against the depreciation of navigation subsidy and encouragement funds 477,108

Funds for navigation extension and ship improvement 1,000,000

All allowances to directors and auditors 59,465

Dividends to shareholders (10 per cent. per annum, viz. 2.50 yen a share) 1,100,000

Balance carried forward to next term 79,644

A PROPOSED ANGLO-GERMAN EXHIBITION.

At a meeting of the Anglo-German Friendship Society held at the Mansion House last month under the presidency of the late Lord Mayor, it was suggested that with a view to promoting better relations between the peoples of the two countries, an Anglo-German Exhibition should be held in London in 1913. The idea has been favourably received in Great Britain and an influential committee has been formed to forward it, under the presidency of the present Lord Mayor, consisting of the Lord Chancellor, the Duke of Argyll, Lord Brassey, Lord Aburbury, Lord Wardrobe, Lord Conyngham of Penwith, Lord Shaftesbury, Sir Frank Lascelles, Sir West Ridgeway, Sir Veasey Strong, Sir William Mather, Sir Ernest Tritton, Mr. Harry Lawson, M.P., and Mr. Alfred de Rothschild, with Mr. Cyril Rhodes, the Hon. Secretary of the Anglo-German Friendship Society, as hon. secretary.

In Germany the idea has also been sympathetically received in the circles concerned, but for obvious reasons, says a paragraph in *The Times*, there is hesitation to express a definite opinion as to the advisability of the project.

MME. BERNHARDT.

APPROACHING MARRIAGE OF THE FAMOUS ACTRESS.

Paris, and not only Paris, but the whole world, will be interested in an announcement that will be made very shortly, says the Standard's correspondent of the marriage of Mme. Sarah Bernhardt with M. Lou Tellegen, a young Flemish actor of about twenty-six years of age. He has played at the Odéon and on other stages subordinate parts, and was better known in Paris for his fine and handsome physique than for his artistic talents. He was a member of the troupe taken by Mme. Bernhardt on her last American tour, where, however, he was poorly paid, and was only seen in subordinate characters.

Recently, however, at Brighton, he played Armand in "La Dame aux Camélias," and the passionate lover of the drama is soon to become the husband in real life. The reentry of the great actress on the Paris stage after a prolonged absence took place when she reopened her own theatre by playing the leading role in the "Lacrimosa Borgia" of Victor Hugo.

Paris is now anxious to know how the news is taken by M. Maurice Bernhardt, who for some time past has managed his mother's affairs.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Biting, &c., should be addressed DAILY PRESS only, and general business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that no supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12.

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PUBLIC AUCTION.

THIS Undersigned has received instructions from MESSRS. PERCY SMITH, BETH & FLEMING, the Liquidators of GEO. FENWICK & Co., Ltd., in Liquidation, to sell by Public Auction.

On THURSDAY AND FRIDAY, the 21st and 22nd December, 1911, each day commencing at 10.30 A.M. at the Works, No. 13, Praya East, Wan Chai. A Number of ENGINEERS' AND BOILERMAKERS' MACHINE TOOLS; including LATHS, SLOTTING and DRILLING MACHINES, TOLIER SHELL, DRILLING MACHINE, PUNCHING and SHEARING MACHINES, SCREWING MACHINES, ROOTS BLOWER, PLATE BENDING and PLATE PLATTENING ROLLS, STEAM ENGINES and BOILERS and a Quantity of LINE, SHAFTING and PULEYS. ONE NEW, MODERN TYPE, PLANING MACHINE and a Quantity of MACHINE and HAND TOOLS and GENERAL ENGINEERS' SUNDRIES; FOUNDRY CRANE and LADLES; ALSO

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Optional cargo will be forwarded on unless intimation is received from the Consignee before noon to-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st inst. will be subject to re-shipment.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 9.30 A.M.

All Claims must reach us before the 25th inst., or they will not be recognized.

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Hongkong, 14th December, 1911. [1421]

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6 Rounds.

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6 do. 3½ do.

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N. J. STABB, Chief Manager.

Hongkong, 5th October 1911. [19]

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S31,750,000

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Hongkong, 24th January, 1911. [24]

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For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB,

Chief Manager.

Hongkong, 24th January, 1911. [24]

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DOVIA, Norwegian str., 733, Siperland, 13th Dec.—Macao 13th Dec., General Vick & Co.

LINAN, British str., 1,351, C. C. Williams, 14th Dec.—Shanghai 10th Dec., General—Butterfield & Swire.

PRINZ LUDWIG, German str., 5,688, F. v. Binsen, 13th Dec.—Hamburg 2nd Nov., Mails and General—Müller & Co.

SABINE RICKMERS, Dutch str., 573, D. E. Boeve, 14th Dec.—Amoy 13th Dec., Benoa oil—Asiatic Petroleum Co.

SIEPHONIA, German str., 3,544, B. Kolts, 13th Dec.—Shanghai 10th Dec., General—Hamburg-Amerika Linie.

TAMSIU, British str., 967, J. McCulloch, 13th Dec.—Chowk and Weihaiwei 8th Dec., General—Butterfield & Swire.

TERNEKA, British str., 3,210, J. A. Davis, 14th Dec.—Singapore 7th December, General—Butterfield & Swire.

TUNG WAH, British str., 746, Newbury, 13th Dec.—Tientsin 7th Dec., General—China Merchants' Co.

YUNNAN, British str., 1,206, G. W. Eddy, 13th Dec.—Moji 8th Dec., Coal—Butterfield & Swire.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE
14th December.

Hatching, British str., for Swatow.
Prinz Ludwig, German str., for Shanghai.
Signal, German str., for Swatow.
Tenken, British str., for Shanghai.
Tung Wah, British str., for Canton.
Washing, British str., for Shanghai.

DEPARTURES.

14th December.

CHENAN, British str., for Shanghai.

CHOYANG, British str., for Shanghai.

HUNAN, British str., for Canton.

HUPPE, British str., for Swatow.

KIUKIANG, British str., for Shanghai.

LINAN, British str., for Canton.

PALAWAN, British str., for Singapore.

SAPINE RICKMERS, German str., for Haiphong.

SINGAN, British str., for Hainan.

YESAN MARU, Japanese str., for Miike.

SHIPPING-REPORT.

The British str. **Linan** reports: Moderate monsoon.

PASSENGERS.

ARRIVED.

For **Linan**, from Shanghai, Mrs. McCulloch and Mr. Hunt.

For **Prinz Ludwig**, for Hongkong, from Hamburg, Mr. W. Neese; from Southampton, Miss. Cathr. Jack, Master Arthur Lawrence, The Reverend Archdeacon Wolfe, Mr. Fred G. Thompson, Mr. and Mrs. I. Finchett; from Aden, Mr. Joco Carlos da Costa de Sonza de Macedo; from Genoa, Mr. and Mrs. Luis R. Yanque, Mr. Badley, Mr. and Mrs. P. A. Mayer, Mr. Hans Sprangli, Mr. Carlos Galli, Consul Dr. Merz, Rev. and Mrs. C. W. Reeves, Monsieur P. Stoechi, Franklin Eva Parfiss, Mr. Missioner Jack, Rev. Luigi Wong and party, Mr. G. Ren, Mr. Ernst Niervogt, Mr. Paul Jaeger, Mr. Alfred Peters, Mr. H. and Mrs. G. Geisler, and Mr. Karl Weiler, from Gibraltar, Mr. Victor Burmanino and Mr. Victor Lopez Rebolledo; from Singapore, Mr. N. Welland, Mr. T. F. H. Schonack, Dr. D. J. Forma and Miss Yamagishi.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. **Tenpo Maru** sailed from Yokohama on the 12th inst. for Hongkong, and is expected to arrive at this port or or about the 19th inst.

The P.M. str. **Persia** sailed from San Francisco November 29th for Hongkong, via Honshu, Yokohama, Kobe, Nagasaki and Shanghai and is due here on December 27th.

The P.M. S.S. Co. ss. **Java** sailed from San Francisco December 6th for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due here on January 2nd.

THE AUSTRALIAN MAIL.

The E. & A. steamer **Empire** left Sydney on November 26th for this port, via Queensland ports, Port Darwin and Manila.

The N.Y.K. ss. **Kumano Maru** (Australian Line) left Sydney for this port on the 29th November, and is expected here on the 18th inst.

THE INDIAN MAIL.

The ss. **A**, Apur from Calcutta left Singapore on Friday 8th inst., afternoon, and may be expected here on or about the 15th inst.

The N.Y.K. ss. **Kirin Maru** (Calcutta Line) left Calcutta for this port via Ranau and Singapore on the 30th November and is expected here on the 19th inst.

MERCHANT SHIPPERS.

The Basque s.s. **Peter Berg** left Vladivostock via Moji for this port, and is due to arrive here to-day.

The H.A.L. S.S. **Argonauta** left Sabang on the 5th inst. p.m. and may be expected here to-day.

The Austrian Lloyd's str. **Persia** left Singapore for this port on the 8th instant, and will arrive here to-day.

The "Shire" Line str. **Pembroke** left Singapore for Hongkong on the 10th inst., and may be expected here on or about the 17th inst.

The P. & O. S. N. Co.'s str. **Nor** left Singapore for this port on the 12th inst., at 6 a.m., and is due here on the 17th inst., at about noon.

The H.A. Line str. **Seavon** left Singapore on the 12th inst. a.m., and may be expected here on or about the 17th inst.

The S.C. **Canopus** consigned to Olof Wik & Co. left Suez on the 4th instant and is expected here on or about the 2nd of January next.

The T.K.K. str. **Shingo Maru** sailed from San Francisco on the 13th inst. for Hongkong, and is due at Hongkong on the 9th prox.

The T.K.K. str. **Kyo Maru** sailed from Salina Cruz on the 12th instant for Hongkong.

VESSELS ON THE BEACH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"PERSIA."

Captain Clunick will leave for the above places TO-MORROW, the 16th inst., at 5 P.M.

This Steamer has capital accommodation for passengers, Electric Light, carries a Doctor and Stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co.

Agents,

Prince's Building.

Hongkong, 12th December, 1911. [3]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship.

"ARATTOON APCAR."

Captain G. F. Hudson, will be despatched for the above Ports on MONDAY, the 18th inst., at 10 A.M.

The Steamer has superior accommodation for

Passengers, is installed throughout with

Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(Occupying 20 Days).

Return Tickets are available by the Indo-

China Steam Navigation Co.'s Steamers.

Fare for round trip, \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,

Agents,

Hongkong, 12th December, 1911. [1416]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON

AUSTRALIA, INDIA, ADEN, EGYPT

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship.

"HIMALAYA."

Captain D. G. Gray, R.N.R., carrying His

Majesty's Mails, will be despatched from

this for Bombay, on SATURDAY, the 23rd Dec., 1911, at NOON, taking Passengers and

Cargo for the above Ports in connection with the Co.'s ss. "MONGOLIA," 9,500 tons, from Colombo, passengers accommodation in which vessel secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,

Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to

Marseille and London, other Cargo for

London, &c., will be conveyed via Bombay by the ss. "PERSIA," due in London on the 3rd February, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 14th December, 1911. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

PIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG

CALCUTTA, COLOMBO, BOMBAY,

KARACHI, ADEN, SUEZ AND

PORT SAID.

(Taking Cargo at through rates to the BRAZILS

TO SOUTH AFRICA, PERSIA, GULF,

RED SEA, BLACK SEA,

LEVANT, VENICE AND

ADRIATIC PORTS.)

THE Company's Steamship.

"E. FRANZ FEDERND"

Captain Pavissich, will be despatched as above

MONDAY, 26th DEC., 2 P.M.

This Steamer has capital accommodation for

passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & Co.

Agents,

Prince's Building.

Hongkong, 18th November, 1911. [13]

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS

AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S."INDRAVELLI," On or about 26th Dec.

For freight and further information apply to

WM. POWELL, GIGANTIC LTD.

TELEPHONE 346.

XMAS BAZAAR. NOW OPEN

DOLLS, GAMES, MECHANICAL TOYS, FUR ANIMALS,

ETC., ETC.

1130

GARNER, QUELCH & Co.,

WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	NOTES
SHANGHAI, MOJI, KOBE (NORE AND YOKOHAMA)	Capt. G. Phillips	About 18th Dec.	Freight and Passage.
SHANGHAI	DEVANHA (Capt. W. R. Hickey)	About 21st Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	HIMALAYA (Capt. D. C. Gregor, R.N.R.)	Noon 23rd Dec.	See Special Advertisement.
For Further Particulars apply to	A. HEWETT, Superintendent.		

Hongkong, 14th December, 1911.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 16th Dec., Midnight
MANILA, CEBU & ILOILO	"TEAN"	On 19th Dec., 4 P.M.
SHANGHAI	"CHINHUA"	On 21st Dec., 4 P.M.
DAY ISLAND, COOKTOWN, TAIYUAN		On 22nd Dec., 4 P.M.
CALIFORNIA, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE		On 23rd Dec., Midnight
SHANGHAI	"ANHUI"	On 23rd Dec., Midnight
	S.S. "LINTAN" and S.S. "SANUL."	DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
		AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried throughout. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
		MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPONG" is situated on Deck, aft.
		SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANGUL," "CHENAN," "CHINHUA," and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
		N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.
		These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.
		REduced FARES: SINGLE \$15.....RETURN \$75.
		For Freight or Passage apply to BUTTERFIELD & SWINE, Hongkong, 15th December, 1911.
		AGENTS. [10]

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPF-SCHIFFFAHRTS GESELLSCHAFT "HANS."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:
OUTWARD.

FOB SHANGHAI, KOBE & YOKOHAMA	STEAMERS	TONS	LEAVING
S.S. SEGOVIA	18th Dec.	15th Dec.	
S.S. SILESIA	1st Jan.	1st Jan.	
S.S. AMBRA	10th Jan.	24th Jan.	
S.S. GOLDENFELS	24th Jan.	6th Feb.	
S.S. PREUSSEN	6th Feb.		

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th December, 1911.

[12]

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 16th Dec., 2 p.m.
SHANGHAI	"HANGSANG"	Tuesday, 19th Dec., 4 p.m.
SANDAKAN	"MAUSANG"	Friday, 22nd Dec., Noon.
MANILA	"YUENSANG"	Saturday, 23rd Dec., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 27th Dec., 3 p.m.
SHANGHAI, KOBE AND MOJI	"FOOKSANG"	Friday, 29th Dec., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantze Forts, Tsingtao, Weihaiwei, Chefoo, Ningbo and Newchwang.

Taking Cargo on through Bills of Lading to Kedah, Lakad, Dala, Simpore, Tawau, Jeddah, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 15th December, 1911.

[15]

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING

"HAICHING" Capt. W. C. Pasmore ... FRIDAY, 15th Dec. at 11 a.m.

"HAIYAN" Capt. J. W. Evans ... TUESDAY, 19th Dec. at 11 a.m.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 16th November, 1911.

[9]

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
+	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
+	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912
+	21,000	W. W. Green	FRIDAY, 16th Feb. 1912.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 29th December, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ). The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500		TUESDAY, 11th Feb., at Noon 1912.
RYO MARU	10,500		TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000		FRIDAY, 7th June, at Noon.

Passenger change Steamer at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

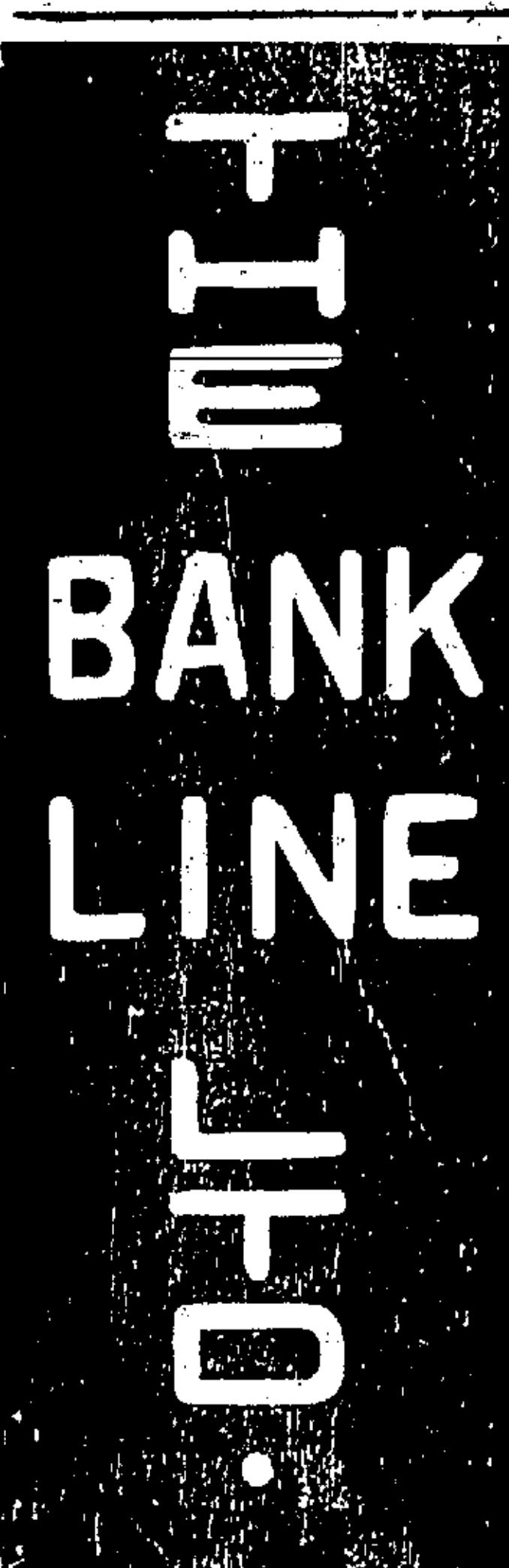
HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

STEAMERS	Leave	Connecting Steamers	Due	Due
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES	BRINDISI
		MARSEILLES & LONDON	2 days earlier	(London)
			1 day later	

Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANJUUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	800	March 2	MORCA	11000	April 5	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May	



REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C.
SEATTLE &
PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON POINTS.

FOR VICTORIA, VANCOUVER,
SEATTLE, TACOMA AND
PORTLAND (Or.)

FOR MANILA.

RYGJA ... 20th Dec.
1912
SUVERIC ... 9th Jan.

KUMERIC ... 3rd Jan.

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMoy and KEELUNG if sufficient
inducement offers.

The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric-Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
TELEPHONE No. 720, KING'S BUILDING, PRAYA CENTRAL.

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
PELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNEFIC" 3,000 tons ... to be despatched End January, 1912.
S.S. "KATANGA" 5,600 tons ... to follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
PELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 23rd December

FROM COLOMBO: 10th January, 1912.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
at CALCUTTA.

PROPOSED SAILINGS.

FROM CALCUTTA: End November.

Next Departure.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

(1075-17)

U.S. MAIL LINE.
PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via
HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHEURIA	27,000	SATURDAY, 1st Feb., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 2nd March, at 1 P.M.
KOREA	18,000	TUESDAY, 2nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 16th April, at 1 P.M.
MANCHEURIA	27,000	TUESDAY, 30th April, at 1 P.M.

All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of
Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU,
SATURDAY, 16th December, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. Od. RETURN, SIX
MONTHS, £120; 24 MONTHS, £125; INCLUDING BEETH AND MEALS
ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application
to European Points: Officials of any European Naval, Military, Diplomatic, Consular
and/or Civil Services located in Asia, to European Officials in the Services of the Governments
of China and Japan. To United States Points, Commissioned Officers of the United States
Army, Navy, U.S. P.H. and M.H. Services, stationed at Ports of Call; also all Officials of
U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls located in Asia.
To United States and Canadian Points: Members of the Naval, Military, Diplomatic and
Consular Officials of the Governments of China and Japan. Between China, Japan and
Manila to Officials of U.S. Diplomatic Service, U.S. Consul Generals, Consuls and Vice-Consuls
located in Asia, also Commissioned Officers of U.S. Army, Navy and U.S. P.H. and M.H.
Services. These Special Rates apply when travelling at their own expense and to their families.
To all Points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA ... 9,000 Tons FRIDAY, 5th Jan., at 1 P.M.
CHINA ... 10,200 Tons FRIDAY, 2nd Feb., at 1 P.M.

PERSIA ... 9,000 Tons TUESDAY, 26th Mar., at 1 P.M.

The S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGA-
SAKI, KOBE, YOKOHAMA and HONOLULU on FRIDAY, 5th Jan., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SAOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports, £23.

HONGKONG to SAN FRANCISCO via New York £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies

King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS

SHANGHAI, YOKOHAMA, CANTON ... 6,500 ... 2nd January.

KOBE & MOJI ... " ... " ...

For Freight and Further Particulars, apply to

TELEPHONE NO. 17.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG

46 YORK BUILDINGS TOP FLOOR.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria
and Vancouver, B.C. The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER
SAVING 5 to 7 DAYS OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong SAT., 30th Dec. 1912.

"EMPEROR OF IRELAND" Sat., 27th Jan. 1912.

"EMPEROR OF JAPAN" Sat., 24th Feb. 1912.

"MONTEAGLE" Sat., 22d Mar. 1912.

"EMPEROR OF INDIA" Sat., 20th Apr. 1912.

"EMPEROR OF IRELAND" ... 17th May.

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,

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Intermediate on Steamers] 243 " 245.

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R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates

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SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members

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For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

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PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMERS DISPLACEMENT.

"GOEBEN" 17,000 tons ON FEBRUARY 6th.

Capt. A. AHLBORN.

"DERFLINGER" 17,300 " ON FEBRUARY 21st.

Capt. F. PROESCH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 5th.

Capt. E. MALCHOW.

"YORK" 17,000 " ON MARCH 20th.

Capt. J. BAEDERMANN.

"PRINCESS ALICE" 20,200 " ON APRIL 2nd.

Capt. P. GEOSCH.

"LUETZOW" 17,300 " ON APRIL 17th.

Capt. J. BORTFELDT.

"KLEIST" 17,000 " ON APRIL 30th.

Capt. L. MAAS.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE

FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

(System Telefunken)

EARLY BOOKING RECOMMENDED.

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MELCHERS & CO., GENERAL AGENTS.

Hongkong, 1st September, 1911. 1087

1087

MANILA, YAP, ANGAR, SAMA, PRINZ SIGISMUND, Capt. F. BRUNING, 6,000

RAJ, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE, Saturday, 30th Dec., at 10 A.M.

SYDNEY and MELBOURNE, Saturday, 30th Dec., at 10 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

SPECIAL OFFER!
HOEHL
CHAMPAGNE

Gout Americain.

FOE

X'MAS and NEW YEAR'S DAY.

You must have your

HOEHL CHAMPAGNEwhich will be OBTAINABLE DURING the month
of DECEMBER ONLY:

at the following REDUCED PRICES:

Cases @ 12 Quarts.....\$33.00 (instead of \$36.00)
" @ 24 Pints\$35.00 (instead of \$38.00)
CASES @ 12 PINTS.....\$17.50 (instead of \$19.00)

(Household packing)

DELIVERY FREE to any House in the.
Hill-District, Central-City and Kowloon.

CONDITION: CASH ON DELIVERY.

Obtainable from the Sole Representative for Hongkong and
South China:**HUGO C. A. FROMM,**

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Hongkong, 13th December, 1911.

POST OFFICE NOTICE

TO	FROM	PEE	DATE
Swatow and Deli	Signal	Friday	15th, 8.00 A.M.
Takao	Teekai	Friday	15th, 8.03 A.M.
Swatow, Amoy and Foochow	Haiching	Friday	15th, 10.00 A.M.
Kudat and Sandakan	Borneo	Saturday	16th, 9.00 A.M.
Saigon	Lourdes	Saturday	16th, 9.00 A.M.
Fort Bayard	Dove	Saturday	16th, 9.00 A.M.
Batavia, Choribon, Samarang and Sourabaya	Tjimanock	Saturday	16th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, TOKIO and SAN FRANCISCO	Mongolia	Printed Matter and Sam- ples	10.00 A.M.
SIBERIAN MAIL TO EUROPE		Registration, 10.15 A.M.	
(Registration, with late fee of 10 cents, up to 11.00 A.M.)			
Swatow, Amoy and Tamsui	Daiji Maru	Saturday	16th, 9.00 A.M.
Shanghai, Kobe, Yokohama and Moji	Arauron Appear	Saturday	16th, 11.00 A.M.
Macao	Sui Tai	Saturday	16th, 1.15 P.M.
Shanghai	Perria	Saturday	16th, 4.00 P.M.
SWANSEA, NAGASAKI, KOBE and YOKOHAMA	Liven	Saturday	16th, 5.00 P.M.
Swatow, Amoy and Foochow		Registration	5.00 P.M.
Europe, &c., India via Tuticorin. Late Letters 11.00 to Noon. Extra Postage 10 cents	Daiji Maru	Letters	6.00 P.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail	Arauron Appear	Sunday	17th, 9.00 A.M.
Macao	Sui Tai	Monday	18th, 11.00 A.M.
Singapore, Penang and Calcutta	Zafiro	Monday	18th, 1.15 P.M.
Malta, Iloilo and Cebu	Chinhu	Monday	18th, 5.00 P.M.
Singapore, Penang and Colombo	Brookshire	Tuesday	19th, 10.00 A.M.
SHANGHAI, MOJI, KOBE, YOKOHAMA, VIE- TORIA, VANCOUVER, SEATTLE and PORTLAND	Haiyang	Tuesday	19th, 10.00 A.M.
Nagasaki, Kobe and Yokohama		Tuesday	19th, 1.15 P.M.
Macao		Tuesday	19th, Noon.
Singapore, Penang and Calcutta		Tuesday	19th, 3.00 P.M.
Malta, Iloilo and Cebu		Tuesday	19th, 5.00 P.M.
Singapore, Penang and Colombo		Wednesday	20th, 9.00 A.M.
SHANGHAI, MOJI, KOBE, YOKOHAMA, VIE- TORIA, VANCOUVER, SEATTLE and PORTLAND	Ryoga	Wednesday	20th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Kumano Maru	Wednesday	20th, 11.00 A.M.
Macao	Sui Tai	Wednesday	20th, 1.15 P.M.
Manila, Iloilo and Cebu	Zafiro	Wednesday	20th, 3.00 P.M.
Shanghai	Chinhu	Thursday	21st, 3.00 P.M.
Sandakan	Mausang	Friday	22nd, 11.00 A.M.
Manila Thursday Island Cooktown, Cairns Townsville, Brisbane, Sydney, Hobart Launceston N.W. Zealand Melbourne Du- nedin Adelaide Perth, and Fremantle	Nikko Maru	Friday	22nd, 11.00 A.M.
EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to Noon)		Saturday	23rd, Printed Matter and Sam- ples
Extra Postage 10 cents)		Registration, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail		Registration, with late fee of 10 cents up to 10.45 A.M.)	
Extra Postage 10 cent)		Registration, 10.00 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		Registration, 10.00 A.M.	
The P. o. mail will be closed on Friday 22nd last at 5.00 P.M.		Registration, 10.00 A.M.	
Manila, Cebu and Iloilo		Saturday	23rd, Printed Matter and Sam- ples
Shanghai		Saturday	23rd, Registration, with late fee of 10 cents up to 10.45 A.M.)
SIBERIAN MAIL TO EUROPE		Saturday	23rd, Registration, 10.00 A.M.
Singapore, Penang and Calcutta		Saturday	23rd, Registration, 10.00 A.M.
Shanghai, Nagasaki, Kobe, and Yokohama		Saturday	23rd, Registration, 10.00 A.M.
Manila, Cebu, Iloilo, Angoor, Yap, Friedrich- Weilshafen, Rabau, Herbertshohe, Ma- cupi, Samarai, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Mel- bourne, Adelaide, Perth, and Fremantle		Saturday	23rd, Registration, 10.00 A.M.
Manila, Iloilo and Cebu		Saturday	23rd, Registration, 10.00 A.M.

MONDAY LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 12).

Mails for *CANTON, *WUCHOW and *SAMSHU will be closed on week-days at 9.00 a.m. and at 6 p.m. until further notice.

A Mail for MACAO is despatched per s.s. SWF An on week-days at 7.15 a.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for NAMTAU and SUAU are closed every week-day at 6 p.m.

Mails for KONGMOON and *KUMOHU are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.

A mail for Long Island (Cheung Chow) will be despatched per steam launch Cheung Chow daily at 3.30 p.m.

No mail is despatched to these places on Saturday evenings, unless previously notified.

REGISTRATION—Correspondence can be registered for mails to Europe, Canada and America up to an hour before the time of closing. With a late fee of 10 cents, registered articles for despatch by these packets will be accepted up to a quarter of an hour before the time of closing to ordinary mail. Registered mails to Shanghai, Japan, Straits, India, Manila and Australia other than contract packets close half an hour before the ordinary units and to the Coast Port a quarter of an hour before the ordinary mails.

COMMERCIAL.**CLOSING QUOTATIONS.**

December 14th.

On LONDON	Telegraphic Transfer	1/10 1/2
	Bank Bills, on demand	1/10 1/2
	Bank Bills, at 30 days' sight	1/10 1/2
	Bank Bills, at 4 months' sight	1/10 1/2
	Credits, at 4 months' sight	1/10 1/2
	Documentary Bills, at 4 months' sight	1/10 1/2
On PARIS		
	Bank Bills, on demand	235
	Credits, at 4 months' sight	239
On GERMANY		
	On demand	190
On NEW YORK		
	Bank Bills, on demand	45
	Credits, at 60 days' sight	46
On HAMBURG		
	Telegraphic Transfer	139
	Bank, on demand	139
On CALCUTTA		
	Telegraphic Transfer	139
	Bank, on demand	139
On SHANGHAI		
	Bank, at sight	75
	Private, 30 days' sight	76
On YOKOHAMA		
	On demand	90
On MANILA		
	On demand—Pesos	91
On SINGAPORE		
	On demand	79
On BATAVIA		
	On demand	111
On HAIPHONG		
	On demand	7
On SAIGON		
	On demand	114
On BANGKOK		
	On demand	10
On HONGKONG		
	Bank's Buying Ratio	\$10.70
	Gold Leaf, 100 fine, per tael	\$56.30
	Bar Silver, per oz.	25

SUBSIDARY COINS.	
	per cent.
Chinese	20 cents pieces
	\$5.00 discount
Chinese	10 "
	\$4.35
Hongkong	20 "
	\$4.98
Hongkong	10 "
	\$5.10

THE CIGARETTES OF DISTINCTION**Bouton Rouge****and Felucca**

A LUXURY TO

THE MAN

OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

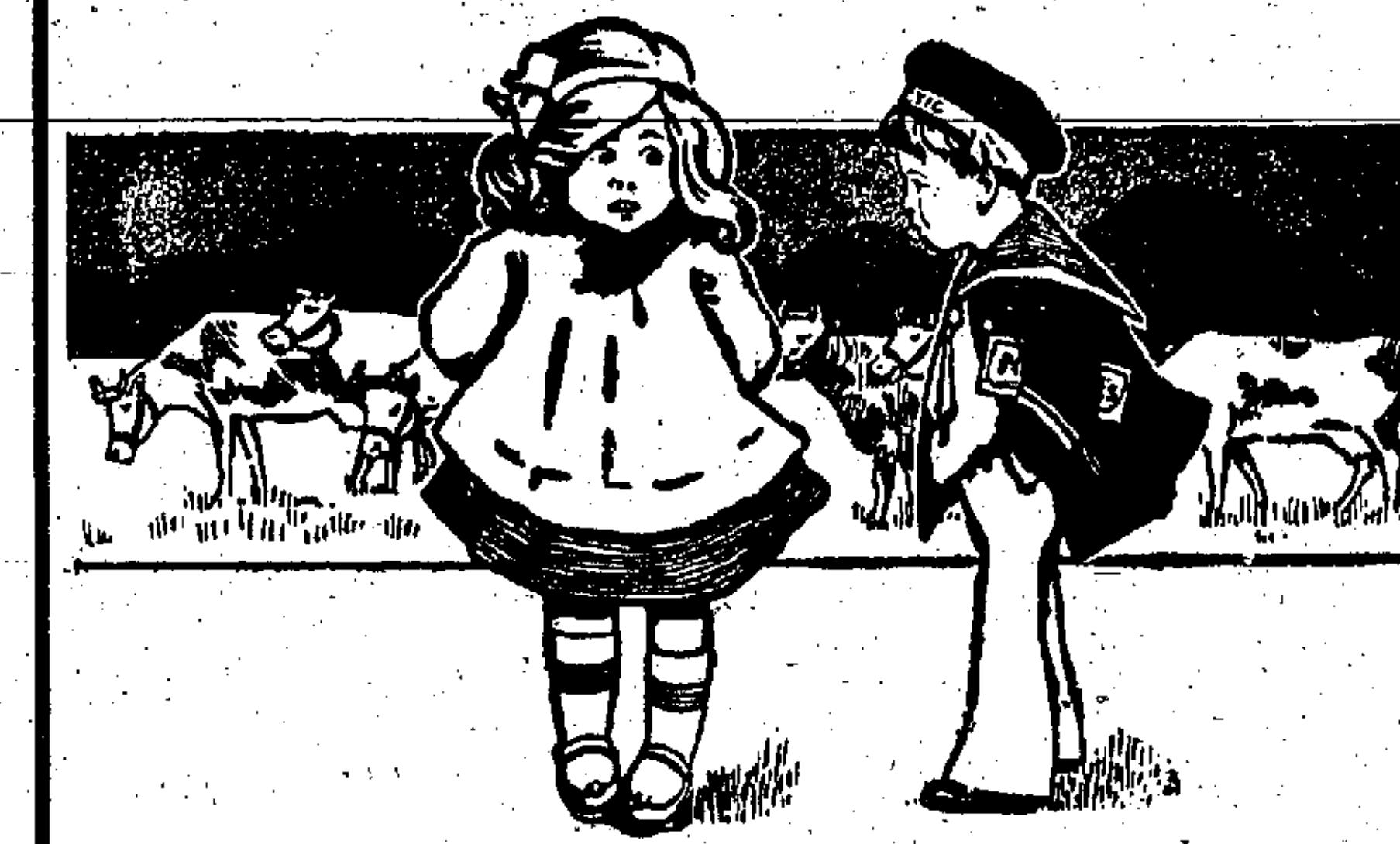
AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



[53]

PETER'S**MILK-CHOCOLATE**

He: "Have you ever seen anyone milk cows?"

She: "No, but I've seen Peter's Milk Chocolate."

SHERRIES.

Marques del Meritos Sherries are famous all over the World for their Superb Quality and Flavour. We have also Sherries from the Buckingham Palace (bearing the Royal Seal) which cannot be equalled in the East.

Prices to suit all, from \$1 to \$10 per Bottle.

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD, CENTRAL,

HONGKONG.

Telephone No. 135.

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FIRE "EXCELSIOR" KILLERS**CLEARING OUT STOCK BELOW COST.****SAFETY AT THE PEAK, KOWLOON AND THE SUBURBS**

For Life and Property is a question of adequate water supply. If you occupy an out-of-the-way place remote from a public fire department, you are never safe from the carelessness of Servants or Children, or even from a fire in your neighbour's house, unless you are provided with an "EXCELSIOR" DOMESTIC FIRE EXTINGUISHER which places at your disposal the means of extinguishing fire before it gets the mastery over you.

THE FEELING OF SECURITY which an Exelsior Domestic Fire Extinguisher insures to its owners will alone many times repay the cost. No. 3 Suitable for Goliards, Stores and Ships. No. 2 Suitable for Private Houses, Offices, Motor Boats, etc.

SOLE AGENTS FOR HONGKONG.

WILLIAM C. JACK & CO., LTD.,

14, DES VOUX ROAD, HONGKONG.

TELEPHONE 358.—Ring up at once.

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